Aerial Delivery

A tri-annual publication for the Aerial Delivery Community

Volume 9, FEB 06

Tales from the Caterpillar Club

Drop Zone named after fallen rigger

Employees Who Are Blind Play Crucial Role in Air-Drop Success

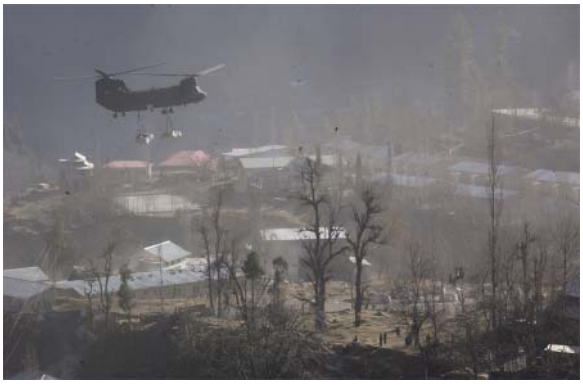
Published by Aerial Delivery Equipment Group, Integrated Logistics Support Center, Natick, MA

ADM Aerial Delivery Magazine

Publisher's Corner

A Year in Review: 2005

2005 was a year filled with triumph for the Aerial Delivery Equipment Group. A key event for the year was the third annual Manufacturers Week, highlighted in this issue. On 3-7 Oct 2005, the Aerial Delivery Equipment Group, ILSC, SBC Natick, hosted the week at Ft. Bragg, North Carolina. The purpose of the week was to observe US Army Soldiers using aerial delivery products (parachutes and related items), interact with the Soldiers to discuss mutual equipment issues and concerns, and provide manufacturers with a solid foundation for future aerial delivery product innovations and improvements. Attendees were treated to tours of rigging facilities, parachute maintenance facilities, the Golden Knight Facility and a personnel jump. Some of the participants got the added thrill of jumping from the 34-foot jump tower. The newest scheduled event was the battle simulator, which was lauded by all in attendance. The pictures in this edition tell only a small part of the memorable stories that unfolded that week. For many, the week provided insight into how their products are used and a view of those who rely on their products on a daily basis. For others, the week provided an opportunity to network with others in the field and create lasting business relationships. The week was a resounding success and we look forward to continuing this week in the future.



A helicopter performing an earthquake relief mission in Pakistan

In addition to our everyday duties of supporting the Soldier, the Aerial Delivery Equipment Group was able to provide humanitarian support. During Hurricane Katrina, we answered the urgent call to provide cargo slings needed to transport sandbags to fill in damaged levies. In addition, cargo equipment was utilized in Pakistan to provide aid to those suffering after the devastating effects of an earthquake. We have high hopes for 2006 and pledge to continue our commitment of providing the very best equipment and support available to the warfighter.

Aerial Delivery Equipment Group Mission

Provide streamlined, innovative and robust total life-cycle logistics and materiel readiness to DoD organizations, Foreign Military, and the Aerial Delivery Community

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Submit your Airdrop photos to the Aerial Delivery Magazine, we could feature your photo on the Cover! E-mail at Michael.Maloney@natick.army.mil

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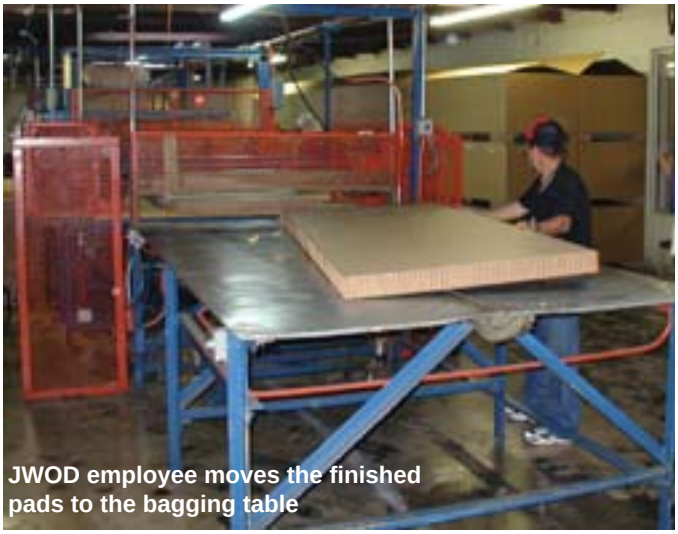
JWOD Program Ensures Safe Landing

Employees Who Are Blind Play Crucial Role in Air-Drop Success

U.S. Warfighters are the most rapidly deployed forces worldwide, owing, in part to the success of the Army's logistics chain in safely and securely delivering necessary supplies and equipment to our troops in-theater. In remote locales and combat-ridden areas such as Afghanistan and Iraq, vital items are air-dropped to reduce U. S. personnel risk. But, as any solider in the field knows, supplies and equipment are only useful if they arrive safely and intact. That is why Army riggers use energy dissipation pads, or "honeycomb," to cushion their cargo. What many personnel who rely on the performance of these pads may not know, however, is that the U.S. Army Soldier Systems Center at Natick trusts the manufacturing of honeycomb exclusively to the Javits-Wagner-O'Day (JWOD) Program, which creates employment opportunities via Federal contracts nationwide for people who are blind or have other severe disabilities.



JWOD employee moves the finished pads to the bagging table

Since 1998, the Lighthouse for the Blind in Fort Worth, Texas, has manufactured these pads for the Army under the JWOD Program. At the Lighthouse's production facilities, blind JWOD employees operate the machinery that glues kraft paper sheets to the pad's honeycomb core. Using a 50-foot long machine, operators who are blind expand the core, so the material forms a ½ inch cell like a honeycomb. Once the operators expand the honeycomb core, they then laminate sheets of kraft paper and attach them to the bottom and top of the core. After gluing the pads, the employees cut them as per requisite finished dimensions. During fiscal year 2004, the Lighthouse supplied the Army with approximately 150,000 dissipation pads.

"Our organization and employees take a great deal of pride in producing a quality product for the Army. We are very capable and productive and, should the market grow, we can meet additional demand," said Robert Mosteller, President and CEO of Fort Worth Lighthouse for the Blind.

Very lightweight yet structurally strong, each pad crushes upon impact and thus absorbs shock to protect its military supply load from damage. Each pad can undergo a dynamic crushing stress of a 70 percent strain, which is 6300 pounds plus-or-minus 900 per square foot. In the air-drop system, several layers of pads sit on a base plate under supplies or equipment parts; Army riggers customize the size of the layered pads to the load they drop.

At the XVIII Airborne Corps and 82nd Airborne Division's Heavy Drop Rigging facility, Soldiers rig equipment with these pads for air-drop missions. Once Army riggers air-drop cargo, soldiers on the ground reposition themselves to seize, hold and secure the temporary air field for the next drop. Since supply planes must drop their loads from high altitudes to minimize personnel risks, these loads' packing materials must withstand the additional trauma from the increased impact. At high altitudes, then, quality is paramount; the pad's ability to with stand such impact is crucial to meeting the goal of a safe and intact delivery of critical supplies and equipment to personnel in the field. Soldiers of the 82nd Airborne Division's 782nd Main Support Battalion rely on the pad's

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The Lighthouse ships the finished pads to depots on the East and West coast. As a result of the Lighthouse's efficiency in meeting the Army's needs, during fiscal year 2004, the Lighthouse supplied the Army with approximately 150,000 pads.

Five-day operation nets Taliban leaders

MIANASHIN, Afghanistan — Company A, 1st Battalion, 325th Airborne Infantry Regiment's airdrop of supplies in the morning had fallen far from the mark, leaving water bottles and boxes of food strewn for hundreds of yards across the mountain. The paratroopers had spent the afternoon carrying box after box down from the ridgeline, but there were still several large loads that needed to be transported. With daylight rapidly disappearing, Co. A seemed to have run out of options.

Luckily, that was when the "Donkey Man" showed up.

Spc. Daniel Boyle spotted the old man as he led a team of donkeys up a hill in the distance. With a flash of inspiration, Boyle realized the donkeys might be the solution to Co. A's transportation problem. He beckoned the man over and began to negotiate. They quickly reached an agreement, and before long, each donkey was loaded up with an enormous bundle of supplies and ready to move out.

Staff Sgt. Matthew Sheppard mounted the lead donkey. He slung his weapon on his back and gave a gentle jab with his heels to spur the animal forward. As the donkey started trotting off, a sudden thought occurred to Sheppard.

"Hey, how do I make it stop?" he hollered.

But by that time, the unlikely convoy was already on the move.

As the incident with the donkeys shows, "adapt and overcome" was the strategy on display when paratroopers from Co. A and counterparts from the Afghan National Army conducted a five-day operation in the Mianashin region north of Kandahar in early October. The operation resulted in the capture of three Taliban leaders and the destruction of two enemy safe houses.

"On a mission like that, you never know what situation you're going to find yourself in. That's why we just try to stay flexible and make the most out of whatever breaks we get," said Capt. Michael Shaw, Co. A commander.

A Soldier prepares to move out on an improvised donkey convoy near Lwar Kowndalan, Afghanistan, Oct. 3. Sheppard and other paratroopers used donkeys to transport airdropped supplies off a mountain and back to their patrol base in town. Photo by Spc. Mike Pryor, USA

The operation began with a predawn air assault into the town of Lwar Kowndalan Oct. 1. Two Chinook helicopters with an Apache gunship for support delivered the paratroopers to a clearing just outside the village. The paratroopers flung themselves out of the Chinooks into a wall of dirt and dust kicked up by the propeller blades. The helicopters took off seconds later and as the dust settled, the paratroopers could see they had landed in a graveyard.

They moved out quickly and encircled the town by squads. Their objective was to capture several high-ranking Taliban operatives known to live in the village. With the ANA leading the way, they searched several houses and in no time had taken three enemies captive.

They were also on the lookout for a safe-house used by Taliban forces in the area. After several hours, Shaw decided to set up a patrol base from which to continue the search. He chose a high-walled, fortress-like compound surrounded by orchards. Ironically, soon after occupying the building, the paratroopers realized it was actually the safe-house they were looking for.

The next day, after loading the three detained enemies onto a Chinook for transport to a secure location, the company moved out on a punishing hike through the mountains to the town of Gardeneh. The sun beat down mercilessly as they trudged along, sliding on the shale-covered hillsides and getting snagged in tangled thorn thickets. It was only a twomile hike, but with the heat and the altitude, it felt more like 20.

The village lay on top of a hill at the foot of a cluster of immense boulders. A search of the homes failed to turn up any evidence of Taliban presence, but one old man did inform the paratroopers that about 50 Taliban fighters had recently moved through the area. Shaw had his men set up an observation point at the old man's house in hopes that the enemy might pass by again that night.

While they waited for night to fall, another problem presented itself — The paratroopers were almost entirely out of food and water. They would have to live off the land. They paid the old man to butcher one of his goats and drank water from his well after purifying it with iodine tablets.

"What part is this?" asked one paratrooper warily as he fished

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Drop Zone named after fallen rigger

An aerial resupply mission was cleared but needed a drop zone in an area that had not been surveyed. Staff Sgt. Charles Saulter, a parachute rigger with the 623rd Quartermaster Company, surveyed the area and named it Burri Drop Zone.

Spc. Eric Burri, a Soldier assigned to the 623rd stationed in Balad, was killed in action at the age of 22 and his fellow soldiers vowed to help his memory live on.

Burri was a parachute rigger in the U.S. Army, but was acting as a gunner on combat logistics patrol. An improvised explosive device hit his vehicle, killing him.

Burri's fellow Soldiers, riggers with the 623rd, worked for an opportunity to honor Burri.

"We always take care of each other," said Staff Sgt. Jeremiah Jones, the shop NCOIC for the 530th Logistics task Force, helping with a mission at Logistics Support Area Anaconda. "He is the first fallen rigger and our brother. The drop zone should be named after him."

Spc. Eric Burri

Burri was one of Chief Warrant Officer 2 Michelle Zaballa's Soldiers. She met him fresh out of advance individual training. Zaballa explained that Burri volunteered to move forward from Kuwait early to help in any way that he could. Burri wanted to help with the mission and gave the ultimate sacrifice for the Army, the nation, and the future of Iraq.

"It is an awesome feeling to be part of something no one else is doing," Jones said. "Burri Drop Zone makes you feel like you are doing something great. This is what it's all about."

Service members across the globe have sworn to uphold the rights and freedom that they cherish. Burri and others like him have honored all Americans with their sacrifice.

Burri was from Wyoming, Mich.

Reprinted from Anaconda Times Volume 2 Issue 44 and authored by Sgt. Mitch Armbruster

JWOD Program Ensures Safe Landing

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performance when air-dropping humanitarian supplies, such as food and water, as well as equipment and tools, such as towed artillery, small arms ammunition, and High Mobility Multi-purpose Wheeled Vehicles (HMMWVs) with Stinger Missile Systems and Forward Fuel Packages.

In addition to its primary purpose of protecting shipments, the pads have another important function: they are fully recyclable by on-hand military personnel to serve as temporary shelter in the form of roofs, walls, floors, and dry mats. The JWOD Program meets both of these needs of the military with this unique product.

"We are proud to do our part in keeping our warfighters safe during the U.S. war on terrorism, while at the same time employing people who are blind who want to draw a salary and support our troops as well," said Steve Schwalb, Chairperson of the Committee for Purchase From People Who Are Blind or Severely Disabled, the Federal agency that administers the JWOD Program.

The JWOD Program creates employment opportunities in the manufacturing and delivery of products and services to the Federal Government for persons who are blind or have other severe disabilities. Providing jobs to more than 45,000 people, the JWOD Program is the single largest source of employment for people who are blind or have other severe disabilities in the United States.

For more information about the JWOD Program, visit www.jwod.gov

Stephanie Lesko is a Public Affairs Specialist with the Committee for Purchase From People Who Are Blind or Severely Disabled, JWOD Program

Chicks Rule!

In keeping with their competitive slogan of "Chicks Rule!" female skydivers did just that on August 13, 2005, to set a new Connecticut record of 16 for completing a preplanned formation in the sky at breakneck speeds, jumping out of a twin-engine Super Otter flying from Ellington Airport, Ellington, Connecticut.

Last year another women's group set a state record of 12 parachutists by making a large linked formation while in freefall after streaming from an aircraft at 14,000 feet. With that accomplishment they surpassed a prior 24-year-old record of an eight-female formation. With the increase in female sport parachuting enthusiasts since that initial record, it was only to be a matter of time until the second record was broken.

The setting for all three record attempts was at Ellington Airport, the home drop zone (DZ) of Connecticut Parachutists, Inc. (CPI), a sport parachuting (a.k.a., skydiving) club founded in March 1962, making it one of the oldest civilian clubs in the country. Now in its forty-fourth year, CPI describes itself as a "home of champions." The membership includes winners and medalists in local, regional, national, and international competitions in the growing number of disciplines. When competitions began in the 1950s, the first true measure of an individual's skill was maneuvering a canopy to land nearest to a prescribed ground target, for an accuracy score. As parachutes were improved to improve steerability and slowing descent, closeness to a target improved. Bullseye targets kept being reduced in size, targets became the size of a paper ten-inch pie plate in the early 1960s — but a dead center remained elusive. As technology and techniques improved (the combination resulting in dead centers) a standard competition target was reduced to ten centimeters (about four inches), then still later reduced to five centimeters, and ultimately decreased to three centimeters, now the standard for international competitions. Dead center numbers increased.

Another form of testing one's skills was "style" of performing 360-degree prescribed horizontal right and left turns as well as front and back loops, striving for complete movements and in the fastest time. Accuracy and style events were the mainstay of competitions to the international level for years.

For spirited persons who were not competition-minded but nonetheless were goal-oriented, they discovered the challenge of making formations in freefall. As larger and larger formations were being built in the sky at speeds of 120 or more miles per hour there evolved the concept of linking freefall formation-making with fund-raising to amass funds on behalf of charitable groups in need of money to carry on their helpful work."Jump for the Cause" (JFTC) is the name of a series of special skydiving events to be participated in by women sport parachutists. The current world record is 131 in a preplanned freefall formation.

The first new-concept gathering, informally organized in California, was a one-day event held in 1997 and raised money for a local battered women's shelter. It brought together many women skydivers who, after several tries, completed a "Star of David"-shaped freefall formation (once termed "relative work") — a record-setting accomplishment for women's sport parachuting. Before the event, the participants acquired pledges from skydivers and others outside the parachuting community, who would make money contributions for completing a record-setting freefall formation. The successful jumpers collected over $11,000 to benefit battered women and children.

Cheered by success of a second JFTC event in 1998, two commercial businesses together incorporated Jump for the Cause as a 501(c)(3) not-for-profit corporation and organized a women's world record skydive as its principal fundraising event.

During September 1-6, 1999, with increased publicity and media coverage and a third JFTC goal of contributing to the fight against breast cancer, a six-day event was held at Perris, California. $300,000 were raised — and a women's world parachuting record was set with a 118-jumper freefall formation. It took 15 jumps, seven airplanes, oxygen equipment, and sheer determination to achieve success.

During the July 22-23 weekend in 2000, the fourth Jump for the Cause was a scaled-back women's event held in California. JFTC combined its fund-raising effort with that of a skydiving center in Dallas, Texas to raise $55,000 for the USC Department of Neurology to help spinal cord research.

Jump for the Cause 2002 was held at Perris Valley Skydiving, in Perris, California and was the fifth fund-raiser. It took over a year of planning (omitting a JFTC event for 2001), including recruiting skilled women parachutists from around the world (11 countries were ultimately represented), scheduling numerous support personnel (including an 18-member "Men's Support Team") and several 20-place aircraft, as well as working out a multitude of ground-related logistics. The protracted effort resulted in a stunning success on the sixth day of multiple attempts. On October 19th, using seven planes from 16,500 feet in the sky, a new world record 131-female formation was formed and held for 10.73 seconds — more than double the five-second time needed for certifying a new

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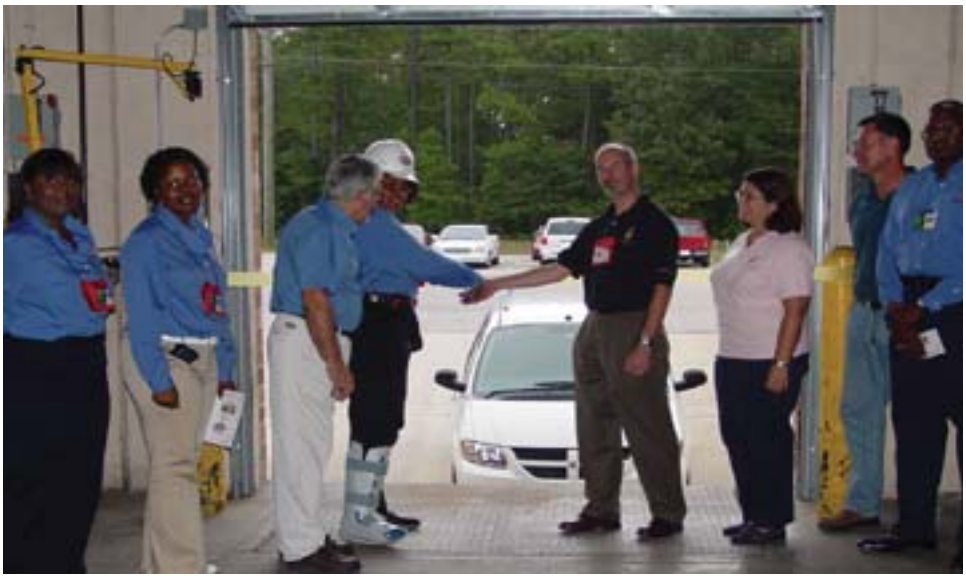
TACOM/LCMC SBC Forward Support Facility Opens in Fort Bragg Area

On 5 October 2005, with the cutting of a ribbon, the TACOM/ LCMC SBC Forward Support Facility officially opened. The warehouse, used to stock energy dissipating pad (honeycomb), is the aerial delivery equipment groups answer to rising stock quantities and storage costs created by these cumbersome, but essential items.

In 2004 DDC/AN5 (New Cumberland, Pennsylvania), expressed concern about the large quantities of stock (occupying 128% space capacity) being stored at the depot. At the same time, Standard Depot Operations (SDO) charges had escalated in accommodating stocking, storing and issuance of the Honeycomb. TACOM budget personnel asked the Aerial Delivery Equipment Group to investigate moving these items to Fort Bragg, NC in an effort to reduce storage costs. After a thorough investigation, it was determined that there was no space available on the Fort Bragg installation to accommodate the items. A Value Engineering study (Energy Dissipating Pad Storage/ Long Term Contract/ Storage Cost Reduction), showed that real savings could be obtained by relocating storage from DLA depots to commercial warehouse space in Fayetteville North Carolina. The study estimated DLA storage costs of about $9.96 M per year starting FY 06. Cost of commercial warehouse space was given as $0.75 M; the difference, and proposed savings, being approximately $9.21 M. In addition, by relocating the stock nearer to Fort Bragg, Honeycombs largest customer, future transportation costs are also realized in this cost savings.



Members of the Aerial Delivery Equipment open the new warehouse

After coordinating with the CORPS of Engineers for nearly a year, a commercial warehouse was located with safety and environmental standards appropriate for storing Honeycomb. The facility is convenient to Fort Bragg and major interstate highways, as well as civilian and military airfield access. The warehouse is approximately 310,000 square feet and can house the entire quantity of Energy Dissipating Pad's currently stored in DDC/ AN5. The movement of assets from DLA facilities has been initiated and to date 3,665 boxes of Energy Dissipating Pad's have been relocated to the new warehouse location.

Rick McDaniel is the team leader for Aerial Delivery Equipment Group Support Office Ft. Bragg, NC

Chicks Rule!

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women's world record. Additionally, Jump for the Cause 2002 raised $177,500 for the City of Hope, a biomedical research, treatment, and educational institution, dedicated to the prevention and cure of cancer and other life-threatening diseases. City of Hope is an NCI-designated Comprehensive Cancer Center.

The reason for the recent Connecticut record attempt was as a local fund-raiser and warm-up prelude to an annual national "Jump for the Cause" major fund-raiser and record attempt event to be held in California during September 26-October 1 to benefit breast cancer research.

Two of the local record-setters, Hollie Reno, of Manchester, Connecticut, and Paula Philbrook, of Pepperell, Massachusetts, have already been selected as JFTC par

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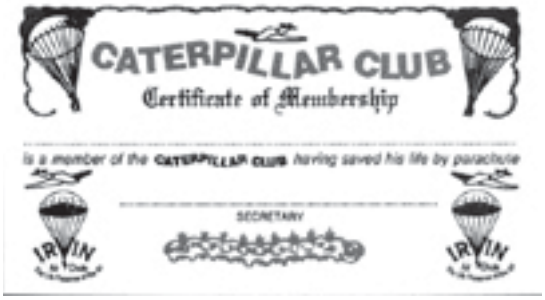
Tales from the Caterpillar Club

On a hot day in July of 1942, George Starry, a student pilot from Dallas, Texas, took off in the rear cockpit of a PT-19A to do some practice maneuvers. By the end of the day, George would become eligible for a little known, highly respected organization known as the Caterpillar Club.

"I was practicing some basic stuff when the instructor told me to get a little altitude to do a spin to the right and hold it for about two and a half turns. Well, that little airplane went wild after about two turns. I started pushing and pulling on things to get it to stop and when my instructor finally pulled the stick right out of my hands! The airplane roared back up so fast it almost got on its back and the next thing you know I fell out!!!"



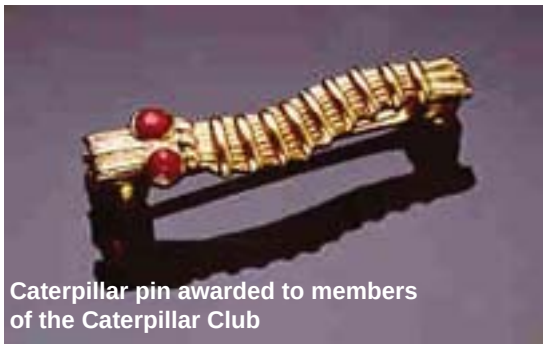
Did a parachute save your life? Become a card carrying member of the Caterpillar Club

Unbeknownst to George, his rolled up sleeves had caught on his seatbelt and unhooked it during his fight to straighten out the plane. Luckily, George was wearing a parachute.

"I hurt my legs and tore up my clothes some when I hit the tail of the airplane, but I knew I had to pull the rip cord, and by golly, I did. I pulled it so hard that it came right out into my hands. I thought I had broken it. But that parachute opened up right away like it was supposed to."

The Caterpillar Club is an organization founded to honor those who have jumped with a parachute from a disabled aircraft. The club is named after this common worm for two reasons. One, at the time of the clubs establishment, parachute main sails and lines were woven from fine silk. Secondly, once a caterpillar leaves its cocoon, it has the ability to fly away from certain death. While several parachute manufacturers provide membership to the Caterpillar Club, the original club was founded by Leslie Irvin in 1922. Irvin pledged to donate a gold pin with Ruby eyes to every person whose life was saved by one of his parachutes. Other parachute manufacturers soon joined in. Pioneer Parachute Company donated plaques and Switlik Parachute Company issued both gold and silver pins.

By 1944, membership was at 4,000 and included people from nearly 50 countries. More than 13,000 RAF officers and airmen alone wrote from prisoner of war camps to apply for their badges after parachuting from crippled bombers and fighters over enemy territory. While the



Caterpillar pin awarded to members of the Caterpillar Club

club is comprised of mostly men, there are a few women who have achieved membership. On June 28, 1925, Irene McFarland became the first woman to save herself with the use of a parachute during a routine aerial exhibition. While today's membership in the club boasts tens of thousands from many nations, it is said that there are still many more who are eligible. Irvin parachutes alone estimate that at least 100,000 men and woman have been saved by their product.

After the harrowing events of the hot summer day, George Starry received his Caterpillar Club pin and a letter from the Vice-President of the company. At the age of 83, he contacted the Pioneer parachute company to thank them for saving his life.

Michelle Sullivan is the team leader for personnel parachutes on the Aerial Delivery Equipment Group

Chicks Rule!

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ticipants in the California record attempt.

Reno, describing her day job as a "computer geek" at Hartford Hospital, has been skydiving for 24 years, has made 5,000 jumps. and has been a participant in numerous record jumps, including a 357-person freefall formation in Thailand in 2004; Philbrook is an attorney, mother of three sons, and an officer in a Massachusetts commercial parachuting center, has made over 3,000 jumps, has been in several world records, including a 300-person freefall formation. Each of these two New England representatives in the upcoming international record attempt has personally raised over $2,000 locally for the JFTC fund-raising project. That

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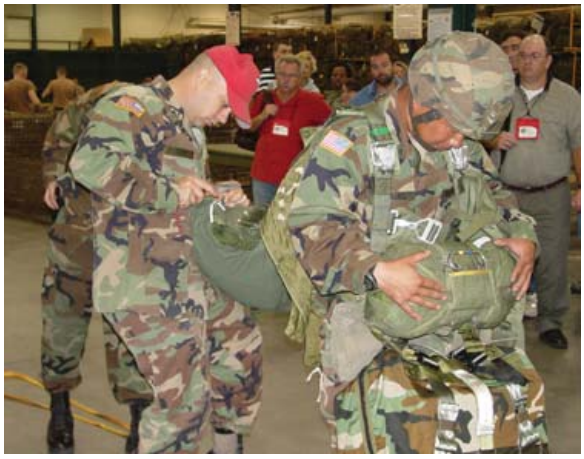
Manufacturers' Week 2005

The third annual Manufacturers' Week (MFW) was held on October 3-7 2005. The purpose of MFW is to provide manufacturers' and all interested parties the opportunity to observe US Army Soldiers using aerial delivery products (parachutes and related items), provide an opportunity to interact with Soldiers to discuss mutual equipment issues and concerns, and provide manufacturers with a solid foundation for future aerial delivery product requirements.



Pack and pull down procedure being preformed on a Soldier

The Aerial Delivery Equipment Group made a few minor changes from previous years to the program of MFW 2005. These changes made the event personal and afforded better hands on experiences. For example, the team felt that smaller numbers would allow participants to better Interaction with the Soldiers as well as the ability to participate in all activities with minimal distraction and interruption, therefore we only accommodated 76 attendees in 2005 unlike the 107 attendees that attended 2004's MFW.

During the beginning of the week, manufacturers visited two different airborne facilities; the 82nd Airborne Pack Facility where soldiers demonstrated the packing of T10-D personnel parachutes and the 1st Corps Support/82nd Airborne Division Heavy Drop Rigging site where heavy equipment was rigged on Airdrop platforms. A few manufacturers were given the opportunity to assist with packing of personnel parachutes as well as try on a packed main and reserve chute. In addition, the participants observed a 'pack and pull down procedure' conducted on a volunteer Soldier. The amazing part about this demonstration is seeing the jumper rigged with 42 pounds of main and reserve parachute while keeping in mind that the jumper still needs to jump with a ruck sack full of equipment including weapons with ammunition.

Midway through the week, the participants attended a walking tour of the Green Ramp facility. Green Ramp is where most Airborne Soldiers go through pre-jump activities and board the aircraft. MSG Bill Slaven demonstrated the prejump activities which included the process of the jumper's actions in the aircraft and the Jump Master Personnel Inspection(JMPI) sequence.

MSG Slaven describes the JMPI process

A new event this year was a visit to the new Army Golden Knights Parachute Facility. For more than 44 years the Golden Knights have been representing the Unites States Army at air shows, competitions, and with high profile tandem jumps. The Golden Knights consist of 2 demonstration teams, 2 competition teams, and a tandem team. The Golden Knights also visit high schools and work with recruiters showing young adults what types of opportunities that the Army has for them.

The participants toured the facility while learning about the history of the Golden Knights. Joel Rowley, an instructor at the Golden Knights Parachute Facility, briefed the group explained who the golden knights were and their mission. The group then had the opportunity to meet members of the Golden Knights and receive and see a video describing their training capabilities.

The Aerial Delivery Equipment Group used this year MFW to unveil the new ADE Forward Support Facility. Participants were greeted with cake and refreshments at the ribbon cutting ceremony of the new warehouse facility. The facility is 250k square foot warehouse that will be used to store and support aerial delivery equipment. This facility will save the group millions of dollars on storage costs, which in turn can be used for purchasing critical items needed by the field. There were comments and presentations by Edward

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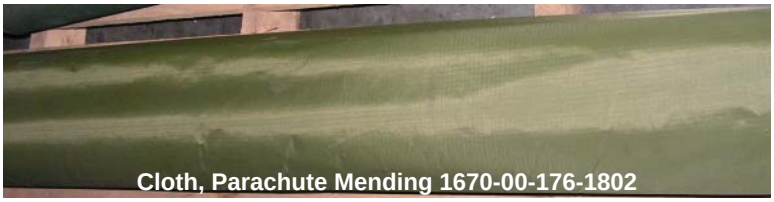
The Backorder Report

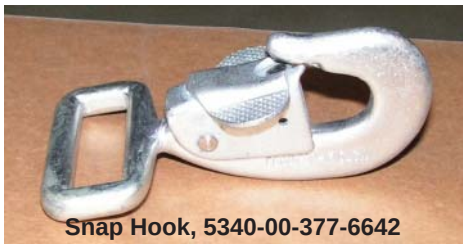
National Stock Number	Nomenclature	Total Backorders	First Delivery Schedule	All Backorders Filled
6645-01-108-3457	Timing Movement Mechanical	516	January 06	March 06
1670-00-176-1802	Cloth, Parachute Mending	6847	N/A	N/A
5340-00-377-6642	Snap Hook	8727	April 06	July 06
1670-01-436-4798	Pack, Personnel, Parachute	1732	Dec 05	May 06

Item: Timing Movement Mechanical 6645-01-108-3457.
Issue: The prior contract for this item had been cancelled, as the contractor was unable to pass the First Article Test. A new contract has been awarded (September 05) with first delivery occurring in January 06 with monthly deliveries following.

Item: Cloth, Parachute Mending 1670-00-176-1802
Issue: The supplier of the adhesive, which binds the parachute material to the paper backing, moved out of the country. As a result, they can no longer provide the adhesive. While contract has been let, no suitable replacement adhesive has been found that will meet the specification. Natick is still working with manufacturers to find a suitable substitute that will meet the specification.

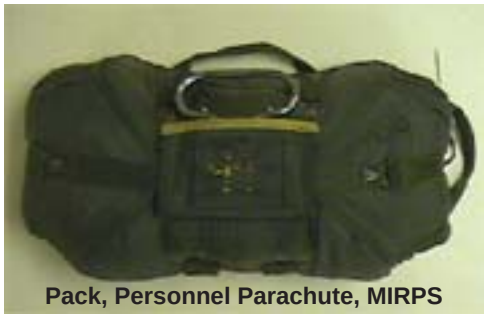

Cloth, Parachute Mending 1670-00-176-1802

*Note: In the last issue, it was erroneously stated that the mending cloth had a shelf life of five years. It should have stated, "The age of the mending cloth shall be less than three years from the date of adhesive coating marked on each roll of mending cloth."


Snap Hook, 5340-00-377-6642

Item: Snap Hook, 5340-00-377-6642
Issue: All depot stock has been depleted and new items could not be ordered until the Military specifications had been updated with the new PIA standard. A new contract was let in November 05 with expected first delivery to be in April 06.

Item: Pack, Personnel Parachute, MIRPS
Issue: This item is having an MWO applied to it. The delay in procurement was due to the need to obtain level three drawings. The contract has since been awarded and first delivery was made in December 05.


Pack, Personnel Parachute, MIRPS

*Note from last issue: Item: 1670-01-476-3068 Static Line, USL. The issue was stated as "There has been an unusual amount of damage to this item due to excessive abrasions because of the stiffness of the material resulting in an unforeseen increase in backorders." While there have been issues with abrasion in the material, this is not due to stiffness issues.

Richard Pickering is a Logistics Management Specialist for the Aerial Delivery Equipment Group

JPADS
Joint Precision Airdrop System

In our Oct 2004 Issue, featured was an article entitled "One Very Smart Logging Device." The article introduced the concept of applying Global Positioning System (GPS) and Inertial Navigation Systems (INS) to small payloads. Now, Natick's, PM Force Sustainment Systems group is working to take that concept to a new and larger level for the Airdrop community.

JPADS Extra Light (XL), 2K system

Ben Rooney, JPADS lead engineer, Sean Wellman, Engineer and Sanjay Patel, JPADS Transition Manager, of the PM-Force Sustainment Systems, US Army Research, Development and Engineering Command (RDECOM), Natick Soldier Center (NSC), Natick, Massachusetts, are on the forefront of the (Joint Precision Airdrop System) JPADS program.

This is the first time that a program of this complexity was undertaken to turn "dumb" airdrop systems into "smart" ones.

The Joint Precision Airdrop System (JPADS) provides a Joint and Service Airdrop Capability as a means of providing distributive sustainment, supply and re-supply to ground component forces. Range and speed of the air carrier allows airdrop to pass through the global time and distance paradigm, and exercise "reach" across all levels of war. JPADS is a high altitude capable guided precision airdrop system that provides increased control re-

(continued on page 13)

The four incremental, weight classes are as follows

Increment I: JPADS-2K- for up to 2,200 lbs;
Targeted for payloads up to 2,200 pounds and is described as the "extra light" weight category. This category aligns with the standard airdrop CDS re-supply bundle/ A-22 container or equivalent, and is a relatively mature capability

Increment II: JPADS-10K - for up to 10,000 lbs;
The work accomplished to achieve current maturity is applicable to Increment 2, the subject of a Joint Advanced Concept Technology Development (ACTD) to advance, integrate, and further mature technology for application to the 10,000 pound weight increment.

Increment III: JPADS-30K - for up to 30,000 lbs;

Increment IV: JPADS-60K - for up to 60,000 lbs.
(Increments III and IV will be pursued dependent upon funding, and the technological success and Mili tary Utility Assessment associated with Increments 1 and II.)

Key Subsystems of JPADS

(1) Decelerator. The decelerator is the technical term for a parachute or parafoil. JPADS will use either a parafoil or a parafoil/parachute hybrid for flight of the load through descent and deceleration. The decelerator provides JPADS with directional capability in flight. Decelerator steering lines run to the Airborne Guidance Unit (AGU) and are used to create drag on one side of the decelerator or the other, providing for directional control.

(2) Airborne Guidance Unit (AGU). The AGU houses the battery power pack; GPS receiver; guidance, navigation and control (GN&C) software package; and the hardware required to operate the steering lines(s). The AGU, using initialized data from JPADS component, GPS re-transmission system, acquires its position prior to exit from the aircraft. Once the position is acquired, the AGU steers in accordance with the planned trajectory, making corrections in flight as necessary via an actuator system attached to the steering line(s).

(3) Mission Planner (MP). The Mission Planner enables aircrews to plan and initiate load release at a precise Computed Air Release Point (CARP), or within a Launch Acceptance Region (LAR), through application of accurate, JPAD component modeling. The MP provides the capability to model parameters of aircraft position, altitude, airspeed, heading, ground speed, course, onboard load position (station), roll-out/exit time, decelerator opening time, trajectory to stabilization and descent rate. Descent trajectory to the desired point(s) of impact is enhanced via atmospheric, three-dimensional wind and density information to be encountered. MP capability enables programming and targeting of the AGU to include: drop and target altitudes, steering waypoints, wind magnitude/directions as a function of altitude, opening altitudes, and GPS “hot start” information. Mission planning is done pre-flight and on-board the aircraft making use of the aircraft’s power, antennae, 1553 data bus when available, and secure data communications (when installed). Basic hardware components include a portable, rugged, high pressure tolerant laptop computer, dropsondes, and an interface processor that is man-portable and installed aboard selected delivery aircraft in roll-on, roll-off configuration.

JPADS- Joint Precision Airdrop System

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lease from the aircraft, and reduces on ground load dispersion with accuracy. JPADS is controlled by the assistance of a mission planner laptop with precision airdrop applications, meteorology data gathering kit, and GPS re-Broadcast kit.

JPADS satisfies four identified principal needs/”gaps” in the joint airdrop functional area; increased ground accuracy, standoff delivery, increased air carrier survivability, and improved effectiveness/assessment feedback regarding airdrop mission operations.

JPADS combines two separate but cooperative materiel initiatives (precision airdrop and precision mission planning capability) into a single, joint program previously pursued by the US Army (USA) and the US Air Force (USAF). Both initiatives are directed at resolving/satisfying parallel deficiencies/capability gaps that have been highly synergistic, worked collaboratively, and are interdependent. Note, the Army owns JPADS, but the Air Force will own the mission planner.

JPADS is a Family of Systems (FoS) based upon a weight capability and an incremental development plan. The JPADS has four projected weight increments linked to a common mission planner and/or aircraft components: JPADS-2K for up to 2,200lbs; JPADS-10K – 10,000 lbs; JPADS-30K for up to 30,000lbs; and JPADS-60K for up to 60,000 lbs, Air vehicle increments align with current inter-modal/pallet platforms and those anticipated for use in future delivery and distribution plans, as well as for power projection.

Each increment uses a different but existing or planned weight bearing platform. The systems are expected to operate from altitudes of 24,500 up to as high as 35,000 ft mean sea level (MSL), and exhibit extraordinarily improved ground accuracies.

The timeframe under consideration for JPADS capability is from present, to the Year 2020.

With airdrop operations emerging into the 21st Century, JPADS contribution will accomplish the primary Combat Service Support (CSS) needs/’gaps” identified, to become adaptable to the total force, and are seemingly “custom made” for present and potential operations.

Angela Hunter is an Equipment Specalist for the Aerial Delivery Equipment Group Natick, MA

Jaybird

Parachuting — leaping from "perfectly good aircraft"— is done worldwide as a recreational aviation activity for pleasure and for sporting competition by people of many ages. That exciting experience is commonly known as "skydiving" and a youth nicknamed Jaybird is a skilled practitioner.

The notable feature of Justin "Jaybird" Beaudreau's adventurous activity is he is an honors high school senior.

What Jaybird does as recreation is not too surprising, because he's endowed with a gene pool that has already produced a family of sport parachutists. Mom was an active jumper until getting married and starting a family; after making some 800 parachute jumps. Dad began as a college student, met Mom, became skilled enough to compete in annual National Collegiate Parachuting Championships, conducted by the United States Parachute Association (USPA). Along the way he married Mom. Their oldest son, while a high school gymnast, got interested in skydiving, practiced diligently, applying his athletic abilities, getting expert coaching from parachute club members, including Dad and Mom.

Matriculating at Embry-Riddle Aeronautical University, he kept jumping in Florida, and competed in a Collegiate Nationals competition. His abilities were exceptional — he became the first college student to win a gold medal in each of the three meet events plus a gold medal as "Overall Champion." He later competed in Style and Accuracy events in U.S. National Parachuting Championships.

After completing schooling and ROTC service, he became a USAF lieutenant and is serving at an air base in California. He qualified for the current U.S. Parachute team and will be a contestant at the World Championships in Moscow, Russia in June. His Dad — with over 4,000 jumps and a veteran competitor — also placed high in the recent Nationals and will also be competing in Moscow. To get ready for that world-class competition, father and son practice diligently; Dad in Florida, and son near his air base. Capping family participation in sport parachuting, Jaybird's older sister, a college student, recently made her first parachute jump.

Considering genes and nurturing, Justin Beaudreau will be a champion at whatever he chooses. He's got a good head start, a family of active, persistent, steady, smart achievers, and already has his own skydiving credentials as a basis for his future in sport parachuting.

Born on August 6, 1987, seventeen-year-old Jaybird has a trim 150-pound, five-foot-eight build, shaped by gymnastics. Early on, he started regularly visiting the drop zone (DZ) where his father was a regular customer, watching him make jumps, pack his parachute, listening to jump stories of novice, intermediate, and experienced men and women skydivers. Mom, older brother, and older sister often made it a family outing at the DZ. Dad became an officer in the club at the DZ, later a club director, then safety and training officer, each position for multiple terms.

As his older brother made jumps, Justin watched him repack and listened to his jump stories. When Justin was about age twelve, with five years of gymnastics experience, and learning skiing and tennis, following years of weekends spent at the DZ, he decided that parachuting "looked really neat." For four years he quietly looked ahead to his sixteenth birthday. Then it would be legal, in the eyes of the law, for him to make his first sport parachute jump. He paid closer attention to what parachuting was all about, learning steadily. His older brother left for college in Florida, kept jumping, became a winner of four gold medals, graduated, and entered military service as a USAF officer.

In August 2003, Justin was ready for his 16th birthday celebration. It had already been planned that he make his first jump with the expert assistance of two parachute club members, Brian Smith and Don Semon, both former members of the U.S. Army Parachute Team (best known as "Golden Knights"). Justin would be making an "AFF" ("Accelerated Freeefall") jump, a commonplace training method and necessary ground training was completed in the week before the birthday date.

But nature kept Justin from his goal; foul weather prevented parachuting that day. When Justin's momentous day did arrive two weekends later, and before boarding a Twin Otter jump plane, his two instructors put him through the paces of a "dirt dive," practicing on the ground how the freefall jump would take place for the three of them. Justin would be in the firm hand grasps of an instructor on each side of their student from an aircraft exit at 14,000 feet of altitude through 45 seconds reaching freefall speed of 120 miles per hour. As the trio fell Justin was required to carry out specific drill actions at prescribed altitudes, culminating with deploying his own parachute by pulling his ripcord at 3,000 feet, still in the grip of instructors. When Justin pulled, the two instructors would continue falling several hundred feet until pulling their own ripcords.

Everything went as rehearsed and Justin performed flawlessly, earning his family nickname of Jaybird, and becoming a skydiver. Instructors signed his brand new logbook, noting "good form." Mom, Dad, and sister hugged him happily; club members who had encouraged him for so long shook his hand and thumped him on the back. Jaybird had a smile on his face the rest of the day.

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Keeping the troops fed

LETTERKENNY ARMY DEPOT, PA – On the topic of military field feeding, most people immediately think of the Meal, Ready-to-Eat (MRE), the widely publicized, self-contained operational ration designed to sustain the Soldier away from normal food service facilities. While the MRE is a great solution to the problem of nourishment on the front lines, what alternative does the Soldier have for normal food service facilities? For the last four decades, the Kitchen, Field, Trailer-Mounted, or Mobile Kitchen Trailer (MKT), has served in that role.


MKT before RESET

The MKT is an expandable, self-contained mobile kitchen facility with the capability to prepare A and B rations for approximately 250 personnel or tray-pack rations for approximately 300 personnel per meal. Between 1975 and 1999, over 4,500 MKTs were fielded in eight different models (MKT-75, MKT-75A, MKT-82, MKT-85, MKT-85S, MKT-90, MKT-95, and MKT-99). Today, approximately 4,250 MKTs remain in use in support of humanitarian and military operations throughout the world. The MKT has been valuable in the support of the Soldier.


MKT after RESET

Now, realizing the importance of the MKT to the Soldier, the military is seeking to extend the life of its aging fleet with the MKT RESET Program. The prior success of the MKT, coupled with the fact that there is no complete replacement for the MKT currently in development, has led to estimates that the current fleet of MKTs will remain in use for at least 25 more years. The Containerized Kitchen (CK) can replace the capability of two MKTs, though the production of CKs will only replace a tiny fraction of the MKTs in the field. In order to keep their MKTs in operational service, units have been authorized to exceed the MKT Maintenance Expenditure Limit whenever performing maintenance. However, in April 2001, the United States Army Materiel Systems Analysis Activity (AMSAA) conducted a MKT status study and determined that rebuild would be necessary to prolong the life of the aging fleet.

With the ultimate goal to rebuild the entire MKT fleet, the Product Manager Force Sustainment Systems (PM FSS) provided $250,000 to fund the development of a MKT Depot Maintenance Work Requirement (DMWR). In January 2002, Letterkenny Army Depot (LEAD) in Chambersburg, Pennsylvania completed DMWR 10-7360-206-1, which upgrades all models of the MKT, with the exception of the MKT-82 model, to the MKT-99 model, reducing eight configurations to two configurations.

However, while a plan to rebuild MKTs was in place, funding for the program was difficult to obtain. Attempts to use Operational Projects Stock (OPS) 29 funding were denied. Since 2001, attempts to use maintenance funding were unsuccessful due to the low priority (#126) of the MKT. Then, funding was provided to establish a MKT RESET Program. In FY06, it is expected that 400 MKTs, at a cost of $54,000 each, will be RESET. In addition, it was decided that 100 percent of the MKTs utilized in either Operation Enduring Freedom (OEF) or Operation Iraqi Freedom (OIF) would be inducted into the MKT RESET Program.

The MKTs are currently being RESET in an assembly line at LEAD. When a MKT enters the assembly line process, it is completely RESET in approximately 12 days. In order to facilitate this process and avoid excessive interruption of capability, units that submit a MKT for RESET do not receive the same MKT back. However, when a unit

(continued on page 21)

"Civilians" Drop Jeep Commander: A Behind the Scenes Report

Last summer, about 125 press representatives were called to an auto proving ground for a "live" event. The Daimler Chrysler VP for Marketing announced – Operation Gratitude – a nationwide network of collection centers at Jeep dealerships for letters and gifts to our servicemen overseas. Suddenly, a helicopter passes overhead. The anticipation builds. A second helicopter appears. This one is carrying a Jeep Commander 200 feet below. As the helicopters fly into formation, a team of seven skydivers and an aerial cameraman jump from the first helicopter. Two of the skydivers carried large banners, one with the Jeep logo, and the other with the Operation Gratitude logo. Then, the Jeep is released. Four long seconds pass as the Jeep freefalls until four cargo chutes deploy. Forty seconds later, the Jeep lands in the nearby field. Within minutes, the skydivers have all landed and released the Jeep from its lashings. The skydivers hop into the 7 passenger SUV and drive it up on stage for the official release of the new Jeep Commander.

Kirk Smith, a master rigger and jump pilot, owns and operates Para Concepts, the pro shop and rigging service at Skydive Chicago. Para Concepts also takes on projects to design and build custom skydiving equipment and demonstration projects such as the Jeep Drop. The project began when Helicopter Transport Services called looking for someone that could do some "serious rigging." Within a week, a meeting was held with a Detroit based production company. Details emerged of a cargo drop. Kirk enlisted the help of Curtis Kmiecek, a friend and international defense consultant with a long time career in the Air Force assigned to Joint Special Operations, and Doug Smith, a long time master rigger assigned to the 20th Special Forces parachute rigger section. Mike Wood, a member of the Liberty Parachute team for many years and a veteran of high profile airshows including Oshkosh, assembled the skydiving team at Skydive Chicago and Joe Jennings provided the aerial photography.

An aggressive rehearsal schedule was put in place and the search for equipment began. The group decided to make use of existing military air drop technology, however, finding the equipment was daunting. Military suppliers had no stock due to the war in Iraq and most of their key people were at Yuma proving grounds for an upcoming military demonstration. Some components arrived just hours before they were needed.

The drop plan:

The Jeep sits atop Energy Dispersing Material (EDM) and lashed to a Type 5 airdrop platform. Four suspension risers attach the corners of the platform to a M1 parachute release. Four G-12 64' cargo chutes attach above the M1. Atop each parachute, a metal ring was secured using available hardware and webbing. The four rings fit into a release hook on the bottom of the helicopter to be released by the pilot.

Once airborne, the helicopter was committed to dropping the load because of the M1 timer. Landing the load posed too high a risk of a parachute becoming involved with the tail rotor. This added to the pressure of the drops.

Conversations with the local FAA proved to be interesting as well. A careful reading of Part 105 (regulations pertaining to intentional parachute jumps) showed that no special provisions were required. Dennis Anderson, the local airworthiness inspector visited twice during the practice drops. The FAA inspector was ex-military and had done air drops earlier in his life. The use of standard military components put him at ease and he was kept "in the loop" at all times. This constant communication with the FAA turned out to be very helpful later in the project.

The practice drops – round 1 at Skydive Chicago:

A day of crane drops yielded the best EDM configuration and the group of riggers hastily prepared for the first of two airdrops. Both drops went less than perfect. During the first drop, communication broke down between Kirk (the loadmaster) and the helicopter pilot. The helicopter was low on fuel and the drop came as a surprise to everyone. The Jeep was undamaged except that the M1 parachute release managed to find its way into the windshield. On the next drop, the M1 drag line was beefed up and the problem was almost completely eliminated. As long as there was some wind, one of the parachutes would drag the hardware away from the vehicle with a line that would break before dragging the whole load.

The second drop revealed another problem. During the deployment, the apex attachments of three of the parachutes became entangled, causing a triple malfunction. This load descended under one fully inflated parachute and a group of three malfunctioned parachutes. On landing, the rear lashings came loose and the rear of the vehicle bounced off the platform to one side, denting a rim and bending the frame. Despite this, the vehicle still drove off

the platform. Wow!

Some re-engineering ensued and an extra day of test drops at Skydive Chicago was scheduled. In addition, final site selection was still in the works and Kirk and/or Curtis visited no less than seven prospective sites. The decision was made to use a proving ground with a circular field 1400' in diameter, surrounded by trees, with two trees in the landing area itself. Although other sites were preferred, the proving ground remained the only option.

In parallel, Kirk re-engineered the attachments between the parachute apexes and the helicopter. It turned out that the hardware was too heavy and provided opportunities for entanglement. Webbing for custom attachments was delivered on Labor Day. (It's amazing what some webbing suppliers will do for a tandem jump or two). Kirk built custom streamlined attachments, with virtually no chance for entanglement. Combining the knowledge of military rigging, skydiving, and BASE jumping turned out to be the key to the success of this project. Kirk used elastics to delay the opening of the apex vents promoting early inflation and a lower descent rate before momentum had a chance to create havoc with the metal apex attachments.

Meanwhile, the skydiving team practiced the choreography and looked absolutely wonderful. Joe Jennings focused in on the banners for some excellent photos of the banners flying in formation. With the seasoned team, the skydiving part of the demonstration came along very easily.

Practice drops – round 2 at Skydive Chicago:

Two drops were conducted in light to moderate winds. The parachutes opened cleanly, with the first parachute open around 4 seconds from drop and all canopies open by 9 seconds. The team felt good that the deployment problems were solved. The lashings were modified so that they could not come loose during a bouncy landing. All lashings stayed secure each time thanks to that military favorite - duct tape. No further damage was done to what was now, the "scratch and dent" vehicle.

Focus now shifted to the event site. Until the day before, the Detroit

FAA office was still mulling over the paperwork. Keeping the Chicago FAA office "in the know" turned out to be helpful. Less than 24 hours before the drops, the Certificate of Authorization was issued with "No regulations waived". The team loaded up a Ryder truck and Twin Otter and traveled to the secretive proving ground just outside Detroit.

Rehearsal

Bad weather was predicted for rehearsal day at the proving grounds. So, before the sun rose over Chelsea, Michigan, a team of riggers were laying out the parachutes for the drop and making the connections. The winds were 15 to 18 knots at altitude, well above any of the previous drops. The team managed to do a dry run with the helicopters, dropping wind drift indicators and dialing in the spot. The full dress rehearsal went well with the Jeep landing 200 feet from the desired target. Weather slowed further progress. With half an hour of usable daylight left, a second drop was under way. This time, communication problems led to a less than optimal drop run, offset 500 feet from the desired line, directly over one of the trees in the landing area. The pressure was on again, with 8 skydivers in the air, the "drop cargo" command was given and the Jeep drifted over the tree and onto a flat area just a few hundred feet from the edge. This time, the ground winds died down to nothing, and the M1 parachute release again made contact with the Jeep, falling through the sun roof.

Despite problems with this drop, the team worked with the scenario as it unfolded. The demonstration went extremely well, offering the photo ops that the production manager wanted. The team traveled home, anxious for the return to Michigan for the "real thing".

The live event

Winds were the wild card for the live press event. Everything, including weather, fell into place. As the press made their way to the viewing stands, Kirk told the team: "Standing here right now, we have accomplished the hard part. Do what you do best and do it safely". Everyone performed flawlessly. Two helicopters passed overhead in formation. "5, 4, 3, 2, 1, Drop cargo, Drop cargo". Unnoticed by the crowd, the platform rolled over in freefall where a suspension riser caught the driver side mirror and one parachute suffered damage during deployment. The Jeep landed softly, 90 feet from target, and drove on stage. The press were amazed, the production crew was happy, the Daimler Chrysler executive beamed proudly and the riggers and skydivers were satisfied with a job well done.

Article provided by Kirk Smith and Curt Kmiecek (SMSgt. USAFR) and photos courtesy of Joe Jennings

Five-day operation nets Taliban leaders

(from page 5)

a hunk of goat meat out of the pot.

"Don't ask. Just eat," someone answered.

Later, when most of his men were in their sleeping bags or on guard, Shaw went to sit by the old man's side to thank him for the hospitality. Knowing the Taliban would harm the old man if they knew he had helped U.S. forces, Shaw asked the man for a strange favor.

"I want you to lie to them. Don't tell them you helped us," he said.

In the morning the company hiked several miles further out to search another compound, then circled back and made the journey all the way back to their base in Lwar Kowndalan to await re-supply.

From the roof of their compound, the paratroopers saw the C-130 fly over and crates of food and water attached to green parachutes came tumbling out of the plane's hold. Sheppard's squad was dispatched to retrieve the supplies. Hours later, he rode back into the compound on the back of a donkey, leading the rest of his improvised convoy behind him.

"Cool! War donkeys!" exclaimed Pvt. Adam Richter.

The re-supply had also included humanitarian aid supplies for the local people. All afternoon and into the evening the villagers filed into the compound one by one to receive rice, beans, sugar, tools, radios and other supplies.

"Ask him how many people are in his family," 1st Lt. Sean McDonough, the company's executive officer, told his interpreter as one boy approached to receive his portion of the supplies.

"He says he has five brothers and five sisters," the interpreter said. "Oh, brother," sighed McDonough.

Operations continued the next day as the platoon discovered another abandoned safe-house and several caves that had been used as shelters or staging points for ambushes. Using mortar fire, M-136 anti-tank missiles, and hand grenades, the paratroopers destroyed them all.

Co. A was due to be exfiltrated by Chinook helicopters just after sunrise Oct. 5. But before they could leave, there was one last piece of unfinished business — the compound they had been living in. Rather than leave it intact for the Taliban to use, Shaw gave the order to destroy the building and the remaining supplies in it with claymore mines.

Staff Sgt. Richard Eldridge emplaced the mines, setting one inside a room in which someone had scrawled some fitting graffiti: "Up Yours Taliban," it read.

When everything was set, Eldridge crouched down just outside the gates of the compound and detonated the mines. There was a tremendous blast and then a cloud of smoke and dust came drifting out of the gates. Poking his head inside, Eldridge saw that the explosion had split the main building straight down the middle. The compound's days as a safe haven for Taliban fighters were over.

The paratroopers moved out to the pickup zone. Soon they heard the Whupwhupwhup of the incoming Chinooks, and less than 45 minutes later, they were back at Kandahar Airfield, looking forward to a well-earned day of hot chow, hot showers, and sleep on comfortable mattresses.

And no more donkeys.

Reprinted from Paraglide Volume LVX Number 282 and authored by Spc. Mike Pryor 82nd Airborne Division Public Affairs Office

Chicks Rule!

(from page 9)

project goal is $500,000 and has already reached $257,162.

Selecting record-attempt participants was a time-consuming task carried out over more than a year by a recruiting group of 16 highly experienced female jumpers (one with 14,700 jumps over 36 years; another with 13,500 jumps in 19 years) and four renowned male parachutists (one with 9,000 jumps, another with 6,000). Two famed freefall videographers (each with over 10,000 jumps) were also selected to visually record all attempts.

Currently, 157 recruited women have been approved as participants and have committed to the special event. Other women continue to attend training sessions and skill-testing, seeking to be accepted as participants in the California attempts. It is clear to the hopefuls that criteria for selection are very high.

The experience and skills of participants and support personnel that will be on hand at the start of trying for a new record bodes well for success, for both a new record and a new high for funds raised.

We are proud to feature articles by the renowned para-historian Jim Bates. His articles featured in this magazine provide a historical perspective on the evolution of Aerial Delivery

Delivery Sechedule

NSN/NIIN	Item Name	Quantity	Start	Ending
1670000322705	PLATE,TENSION,PARAC	200	Mar-06	
1670000724941	SEPARATOR	101	May-06	
1670000867291	TABLE,INSPECTION,PA	196	May-06	Aug-06
1670000867780	PACK,PERSONNEL PARA	1872	Jan-06	Apr-06
1670002181185	STRAP,PILOT CHUTE	5298	Jan-06	Feb-06
1670007084473	RISER EXTENSION,PAR	2000	Apr-06	Nov-06
1670007334883	DEPLOYMENT BAG,PARA	26	Feb-06	
1670008152727	DEPLOYMENT BAG,PARA	950	Mar-06	May-06
1670008726109	PARACHUTE,CARGO	805	Jan-06	Jun-06
1670008924218	PARACHUTE,RESERVE,P	802	Jan-06	May-06
1670010078563	RISER EXTENSION,PAR	17002	May-06	Nov-07
1670010167841	PARACHUTE,CARGO	324	Jan-06	Dec-06
1670010272900	SLING,CARGO,AERIAL	2600	Jan-06	Oct-07
1670010583811	NET,CARGO,AERIAL DE	432	Jun-06	
1670010978817	RELEASE,CARGO PARAC	503	Mar-06	Sep-06
1670010992380	TIMER DELAY ASSEMBL	100	Mar-06	Aug-06
1670011622372	CLEVIS ASSY	63995	Jan-06	Jan-07
1670011622372	CLEVIS ASSY	5000	Feb-06	
1670011699154	RAIL TYPE V	84	Jan-06	
1670011699155	ROLLER PAD	43	Jan-06	
1670012277992	HARNESS,PARACHUTIST	8000	Jan-06	Aug-06
1670013062100	PARACHUTE,PERSONNEL	480	Jan-06	Dec-06
1670013303282	RIP CORD,PARACHUTE	2003	Jan-06	Jun-06
1670013303741	LOOP,CLOSING,MAIN	300	Mar-06	
1670013303742	LOOP,CLOSING,RESERV	3400	Jan-06	Dec-06
1670013303743	RIPCORD,MAIN RELEAS	70	Jan-07	Apr-07
1670013303745	LINES,CONTROL	50	Jan-08	Mar-08
1670013323916	CANOPY,PERSONNEL PA	901	Jan-06	Oct-09
1670013347597	DEPLOYMENT BAG,PARA	60	Feb-06	Mar-06
1670013427686	DEPLOYMENT SYSTEM,R	105	Feb-06	Jul-06
1670014364798	PACK,PERSONNEL PARA	2800	Jan-06	Aug-06
1670014577901	SPRING ASSY,EJECTOR	800	May-06	Sep-06
1670014689174	RIPCORD,MODIFIED	3400	Jan-06	May-06
1670014763068	STATIC LINE,PERSONN	9500	Jan-06	Apr-06
1670014994464	STATIC LINE,CARGO P	774	Feb-06	Sep-06
1670015080402	CONNECTING LINK,QUI	373	Jan-06	Nov-06
1670015237246	LOW COST CONTAINER	1000	Feb-06	
1670015263292	LOCKING LOOP ASSEMB	5800	Jan-06	
4020010476814	FIBER ROPE ASSEMBLY	2008	Feb-06	Aug-07
4020010476815	FIBER ROPE ASSEMBLY	100	Feb-06	Jul-07
4020013383307	ROPE ASSEMBLY,INSER	140	Jul-06	Oct-06
4020013383308	ROPE ASSEMBLY,INSER	190	Jan-06	Jul-06
4020013383309	ROPE ASSEMBLY,INSER	140	Feb-06	Apr-06
5340003776642	SNAP HOOK	10200	Jan-06	Aug-06
5365013548932	SPACER,PLATE	99	Mar-06	
6150013904711	CABLE ASSEMBLY,POWE	821	Feb-06	Mar-06
6645011083457	TIMING MOVEMENT,MEC	1997	Jan-06	Jun-06

Equipment Forecast

NSN/NIIN	Item Name	Quantity
1670002511153	SLING, CARGO, AERIAL	3500
1670014763131	DEPLOYMENT BAG, PARA	3500
1670010272902	SLING, CARGO, AERIAL	4000
1670004002771	CONNECTOR, PARACHUTE	300
1670013070534	SLIDE,TOGGLE LOCK	200
1670012350923	DEPLOYMENT BAG, PARA	400
1670011622389	ROLLER PAD	10
1670014875461	STATIC LINE, ASSEMBLY	1644
1670012836412	STRAP, LEG, RELEASE	1300
1670013041057	PANEL ASSEMBLY, REAR	100
5340003600560	STRAP, WEBBING	3500
1670009992658	PARACHUTE CARGO	800
1670015291202	PARACHUTE, HIGH-VELO	1000
1670012277992	HARNESS, PARACHUTIST	12000
5340003600560	STRAP, WEBBING	3200
1670003600475	RISER EXTENSION, PAR	225
9330015025498	TUBING, PLASTIC, SPIR	30
1670013288014	MODIFICATION KIT	100
1670014875462	LINK CONNECTOR	250
1670009370271	TIE DOWN, CARGO, AIRC	55001
1670014402991	TIMER ASSEMBLY, PARA	40

Technical Manual Updates

TM 10-1670-268-23&P (Adding ECDS Platform)
TM 10-1670-276-23&P (Complete Revision)
TM 10-1670-281-23&P (Complete Revision)
TM 10-1670-287-23&P (CH 2 Completed at Tech Pubs)
TM 10-1670-280-23&P (Addresses Repack Dates)
TM 10-1670-296-20&P (Adding ECDS Net)
TM 10-1670-296-20&P (Adding EPJS Heavy)
TM 10-1670-296-20&P (Adding C-17 TRM) PMCS
TM 10-1670-327-23&P MC-6 (Draft Review)
TB 43-0002-43 (Completed, posted on LOGSA)

Provided by CW3 Jimmy Taylor active duty military liaision to the Aerial Delivery Equipment Group

Manufacturers' Week 2005

(from page 10)

Doucett, Director of the Airdrop/Aerial Delivery Directorate; Gloria Wooten-Standard, Senior Team Leader of the Aerial Delivery Equipment Group; and Michael Standard, Senior Team Leader of the Financial Management Group.

The week wrapped up with a new and exciting addition to the Manufacturers' Week agenda, a visit to the battle simulation center. Participants were given a tour and briefing on the battle simulation center, and were given the opportunity to take part in life-like war time scenario's as well as shoot-or-don't-shoot decision exercises.

The last night of MFW 2005, all manufacturers were recognized and thanked for their participation at the closing reception. Gloria Wooten-Standard, Senior team leader of the Aerial Delivery Equipment Group presented closing remarks and revealed that from this year on, MFW will be held bi-annually. This will allow the team to schedule new and exciting events that will leave you wanting more.

Thanks again for those who attended MFW 2005. For those who have never attended this event and for those who are itching to come again; we will see you in 2007!

Safiya Bowerbank is a Logistics Management Specalist for the Aerial Delivery Equipment Group Natick, MA

Jaybird

(from page 14)

The "newly minted" novice eagerly carried on with becoming a skilled parachutist, learning about exiting a plane to land in a predetermined target area, body control during freefall, canopy maneuvering to skillfully reach a minuscule ground target, quickly and easily pack his parachute, study rules and regulations pertaining to safe sport parachuting, industriously practicing "style" and "accuracy" competitive jumping, looking ahead to competitive parachuting.

Style and Accuracy (the latter now termed "precision landing") are known as the classic competition events because they were the first used to prove parachuting abilities. Since the 1960s little has changed in determining winners.

For Style competition a jumper leaves an airplane at 7,300 feet and in freefall allowable working time of 25 seconds does a prescribed sequence of four 360-degree turns and two back loops in the quickest time, penalized for over- and under-shooting maneuvers.

For Accuracy, jumps are made from 3,000 feet. Under canopy, a contestant maneuvers the parachute using hand-held steering control lines, aiming for a three-centimeter disc. Measurements are to 15 centimeters from target center; the winner has the lowest cumulative score.

In December 2004, testing the extensive coaching received from members in his club during practice jumps and small competitions at his Connecticut DZ, and to get the feel of more intense competition, Justin (accompanied by Dad) was a "guest competitor" in the intermediate class of the Collegiate Nationals in Florida. He placed fourth in Accuracy and 7th in Style. Among contestants in all classes he placed 10th of 58 entrants. His scores, in centimeters, were .03, .40, 0.00, .02 for a four-jump total of .45 centimeters. Dad's e-mail message home to the family proudly announced, "Not too shabby!"

Jaybird persistently improves his skydiving skills, has become a "C-license" USPA "Experienced" parachutist, and has logged some 230 sport jumps.

He graduates high school this month, begins the "Early Start Program" at Embry-Riddle Aeronautical University later in June, and will celebrate his 18th birthday on August 7th.

Not too shabby!

(Update / February 2006: Justin Beaudreau transferred from Embry in Florida and is currently enrolled at the University of Connecticut and continues to skydive. He plans to compete in the annual U.S. Collegiate Parachuting National Championships in December 2006.)

We are proud to feature articles by the renowned para-historian Jim Bates. His articles featured in this magazine provide a historical perspective on the evolution of Aerial Delivery

Keeping the troops fed

(from page 15)

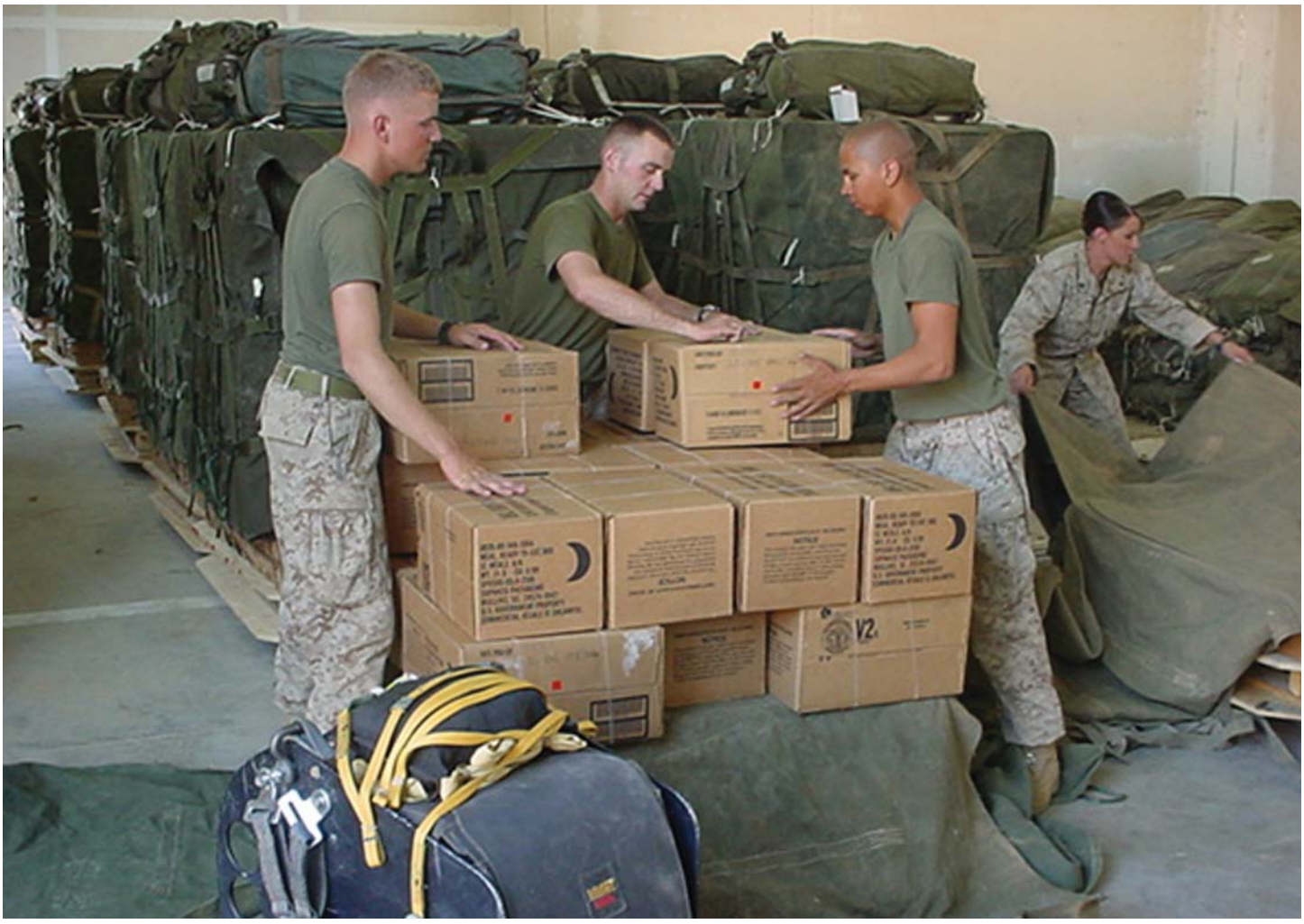
receives its RESET MKT, the result is a virtually new MKT. Each MKT is disassembled into its major components (M103A3 chassis, platform, ramps, corner posts, cabinets, and roof assembly). The MKT is then rebuilt on either a new or refurbished M103A3 chassis. A refurbished platform and refurbished ramps are installed followed by four refurbished corner posts that support a new six-vent roof assembly. All structural supports, which were incorporated for external air transport certification, are installed. The MKT is then painted either green (7360-01-483-8617) or sand (7360-01-500-4644). Finally, new or refurbished cabinets and the MKT Improvement (MKT-I) Kit, which includes new fabric (screens, covers, travel covers, and a cold-weather skirt), a new griddle and grease funnel, a new ice chest, a new can opener, new lights, and a new exhaust fan assembly, are packed into the MKT. The new MKT is then ready to be shipped anywhere in the world to provide hot meals for the Soldier.

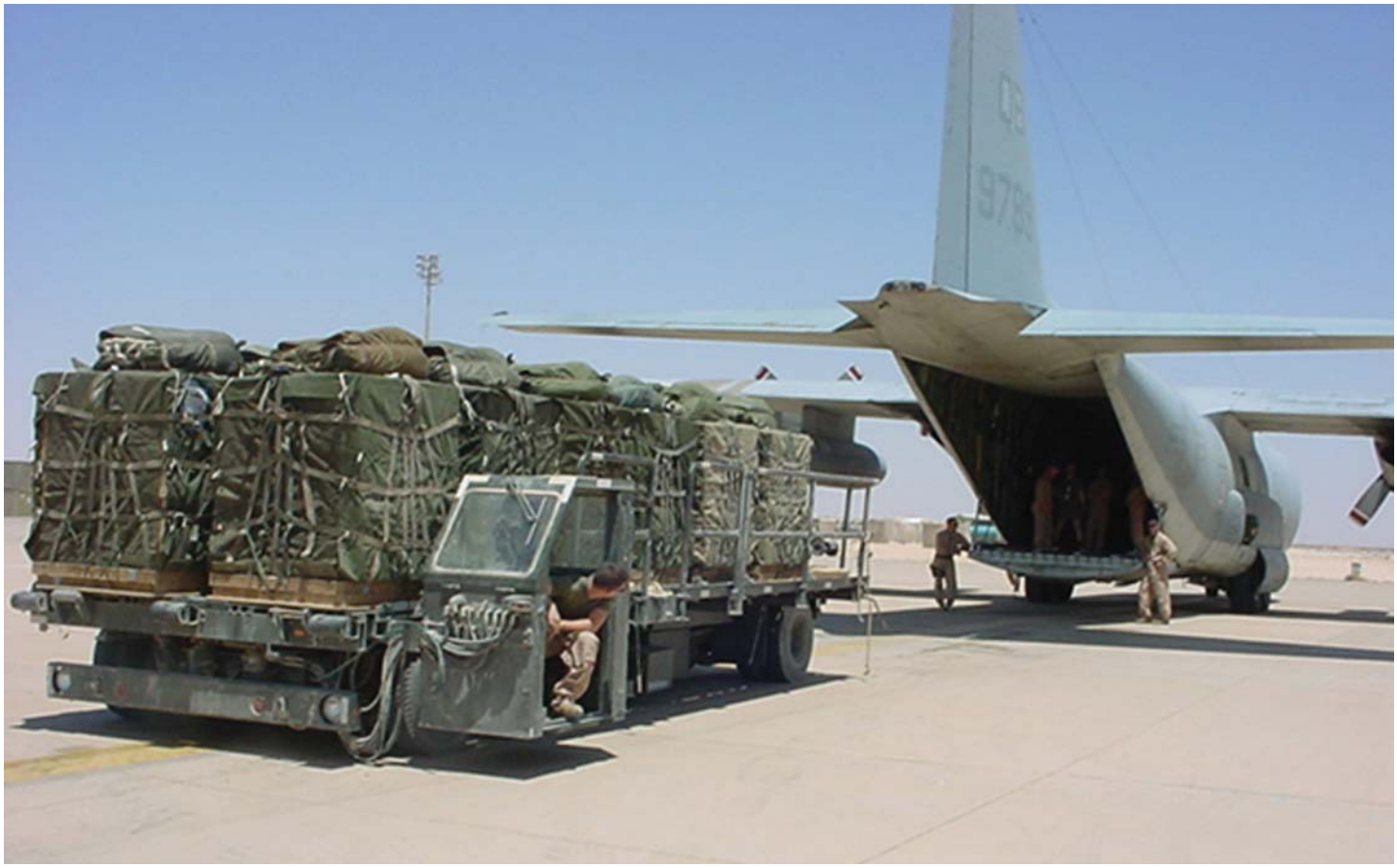
For further information or to get a MKT inducted into the MKT RESET Program, please contact the following:

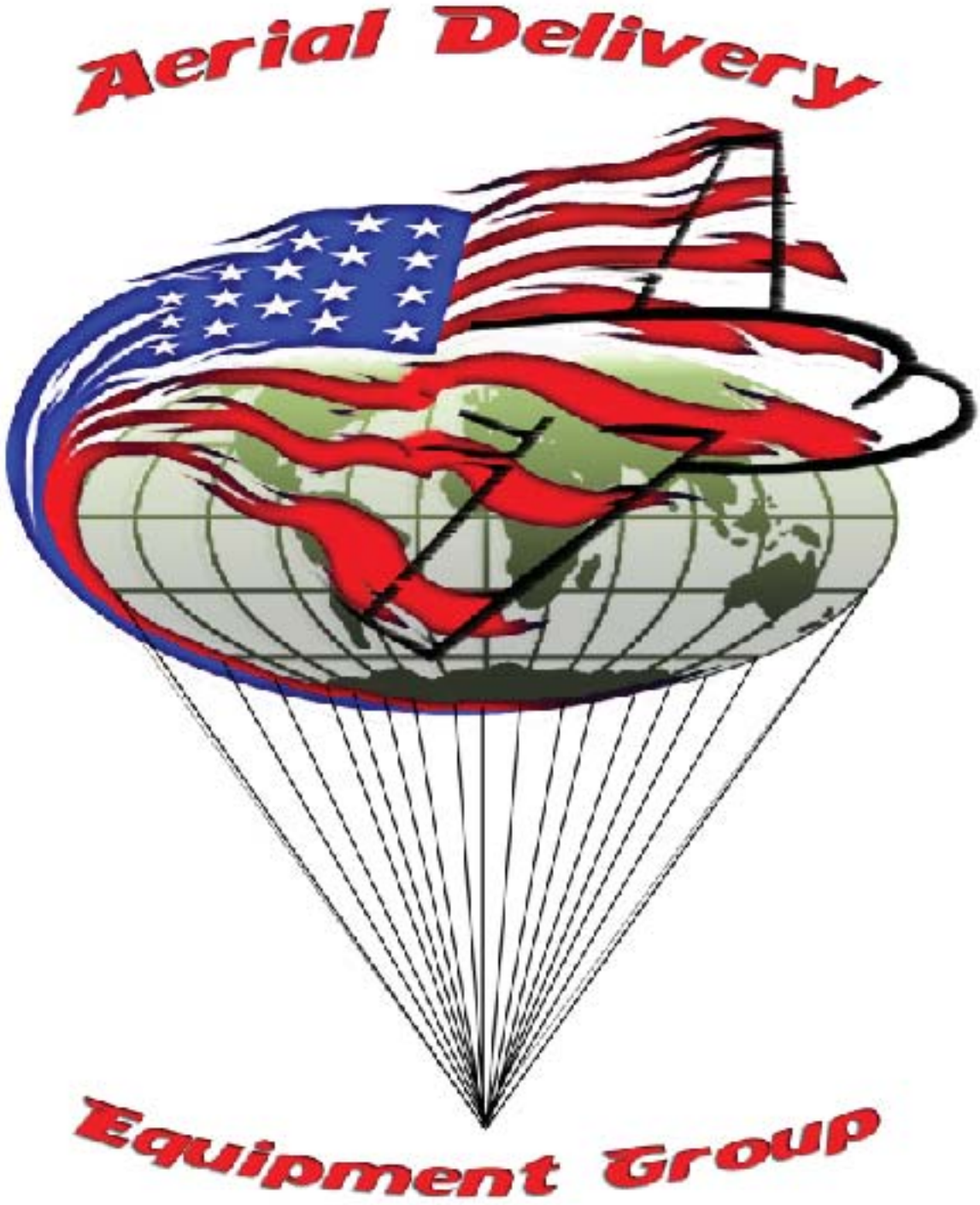
- Mr. John Oswald, john.oswald@natick.army.mil, 508-233-6003, DSN 256-6003
- Mr. Aaron Gong, aaron.gong@natick.army.mil, 508-233-5641, DSN 256-5641
- Ms. Karen Kaloostian, karen.kaloostian@natick.army.mil, 508-233-5228, DSN 256-5228

Photo Gallery

Pictures provided by GYSGT Bush leader of the 1st Air Delivery Platoon in Iraq. The platoon has been working in Western Iraq providing air delivery to Marine units in the region.







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ilsc.natick.army.mil